APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBO5F

IMPORTANT: <u>Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.</u>

SUBDIVISION: CITY OF CINCIL	NNATI CODE # 061-15000					
DISTRICT NUMBER: 2 COUN	TTY: <u>HAMILTON</u> DATE <u>9 / 14 / 01</u>					
CONTACT: Dick Cline PHON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BE QUESTIONS)	JE# 513-352-6235 (THE PROJECT CONTACT PERSON ISINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO					
FAX: (513) 352-1581	E-MAIL richard.cline@rcc.org					
PROJECT NAME: Beekman/Harriso	on Street Improvements					
SUBDIVISION TYPE (Check Only 1). (Check All Requested & Enter Amount)						
	RECOMMENDATION the District Committee ONLY					
	LOAN ASSISTANCE: \$					
SCIP LOAN: \$RATE:	% TERM:yrs.					
RLP LOAN: \$RATE:	% TERM: <u>yrs.</u>					
✓ State Capital Improvement Program Small Government Program Local Transportation Improvements Program						
FOR OPWC USE ONLY						
PROJECT NUMBER: C/ C	APPROVED FUNDING: \$					
Local Participation%	Loan Interest Rate:%					
OPWC Participation%	Loan Term:years					
Project Release Date:	Maturity Date:					
OPWC Approval:	Date Approved:					
	SCIP Loan RLP Loan					

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	Force Account Dollars
a.)	Basic Engineering Services:	\$	
	Preliminary Design \$ Final Design \$ Bidding \$ Construction Phase \$		
	Additional Engineering Services *Identify services and costs below.	\$	
b.)	Acquisition Expenses: Land and/or Right of Way	\$	
c.)	Construction Costs:	\$ 1,700,000.00	
d.)	Equipment Purchased Directly:	\$	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$\$	
f.)	Construction Contingencies:	\$200,000.00	
g.)	TOTAL ESTIMATED COSTS:	\$ 1,900,000.00	
*List A Service	Additional Engineering Services here: e:	Cost:	

1.2	PROJECT FINANCIAL RESOURCES:
	(Round to Nearest Dollar and Percent)

a.)	Local In-Kind Contributions	DOLLARS \$00_	%
b.)	Local Revenues	\$ <u>190,000.00</u>	10
c.)	Other Public Revenues ODOT Rural Development OEPA OWDA CDBG OTHER	\$	
	SUBTOTAL LOCAL RESOURCES:	\$ <u>190,000.00</u>	10
d.)	OPWC Funds 1. Grant 2. Loan 3. Loan Assistance	\$ <u>1,710,000.00</u> \$ <u>.00</u> \$00	90
	SUBTOTAL OPWC FUNDS:	\$ <u>1,710,000.00</u>	90
e.)	TOTAL FINANCIAL RESOURCES:	\$ 1,900,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the <u>Chief Financial Officer</u> listed in section 5.2 certifying <u>all local share</u> funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#	Sale Date:
STATUS: (Check one)	
Traditional	
Local Planning Agency (LPA)
State Infrastructure Bank	.

2.0	PROJECT INFORMATION If the project is multi-jurisdictional, information must be <u>consolidated</u> in this section.					
2.1	PROJECT NAME: Beekman/Harrison Street Improvements					
2.2	BRIEF PROJECT DESCRIPTION - (Sections A through C): A: SPECIFIC LOCATION:					
	Beekman Street travelling west from the Western Hills Viaduct through the "S" curve to the State Avenue/Queen City Intersection. Project also covers Queen City Avenue, westbound, from Beekman Street/State Avenue to Harrison Avenue, and Harrison Avenue, eastbound, from Queen City to State Avenue. Project covers that portion of streets carrying traffic east and westbound to and from the Western Hills Viaduct in South Fairmount. (see attached map) PROJECT ZIP CODE: 45214					
	B: PROJECT COMPONENTS:					
Widen and reconstruct the roadway surface in the first part of the "S" curv depth concrete pavement; Realign the intersection of Beekman Avenue, Stand Queen City Avenue. Widen and resurface Queen City from Beekman Harrison Avenue; Grind, Perform Full Depth Repairs and Resurface on Ha Avenue from Queen City Avenue to State Avenue. Curb and sidewalk will where their condition or grading requirements warrant.						
	C: PHYSICAL DIMENSIONS:					
	Project covers 3600 linear feet, and ranges from three to five lanes wide.					
	D: DESIGN SERVICE CAPACITY: Detail current service capacity versus proposed service level.					
	Road or Bridge: Current ADT 54,923 Year: 1999 Projected ADT: Year:					
	<u>Water/Wastewater:</u> Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate:\$Proposed Rate: \$					
	Stormwater: Number of households served:					
2.3	USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.					
	Attach <u>Registered Professional Engineer's</u> statement, with <u>original seal and signature</u> confirming the project's useful life indicated above and estimated cost.					

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

	TOT	TAL PORTION OF PROJECT REPAIR	\$ <u>1,900,000</u>		
	TOTAL PORTION OF PROJECT NEW/EXPANSION			\$	
4.0	PRO	OJECT SCHEDULE:*			
			BEGIN DATE	END DATE	
	4.1	Engineering/Design:	9/1/01	9 / 1 / 02	
	4.2	Bid Advertisement and Award:	9 / 15 / 02	12 / 11 / 02	
	4.3	Construction:	12 / 15 / 02	12 / 31 / 03	
	4.4	Right-of-Way/Land Acquisition:	1 1	1 /	

5.0 PROJECT OFFICIALS:

5.1	CHIEF EXECUTIVE OFFICER	John F. Shirey			
	TITLE	City Manager			
	STREET	Room 152, City Hall			
		801 Plum Street			
	CITY/ZIP	Cincinnati, Ohio 45202			
	PHONE	(513 <u>) 352 - 3241</u>			
	FAX	()			
	E-MAIL				
5.2	CHIEF FINANCIAL OFFICER	Timothy H. Riordan			
	TITLE	Finance Director			
	STREET	Room 250, City Hall			
		801 Plum Street			
	CITY/ZIP	Cincinnati, Ohio 45202			
	PHONE	(513 <u>) 352 - 3731</u>			
	FAX	()			
	E-MAIL				
- 0	DDOIEGE AAAAA GED				
5.3	PROJECT MANAGER	Jay Gala			
	TITLE	Principal Construction Engineer			
	STREET	Room 415, City Hall			
		801 Plum Street			
	CITY/ZIP	Cincinnati, Ohio 45202			
	PHONE	(513 <u>) 352</u> - <u>3423</u>			
	FAX	(513 <u>) 352 - 1581</u>			
	E-MAIL				
Char	ges in Project Officials must be sub	omitted in writing from the CEO.			

Changes in Project Officials must be submitted in writing from the CEO.

^{*} Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confir	m in the blocks [] below that each item listed is attached.
[]	A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
[X]	A certification signed by the applicant's chief financial officer stating <u>all local share</u> funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
[X]	A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's <u>original seal or stamp and signature</u> .
[]	A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
[]	Projects which include new and expansion components <u>and</u> potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor=s Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
[]	Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
[×]	Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your <i>local</i> District Public Works Integrating Committee.
7.0	APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

RICHARD MENDES **DEPUTY CITY MANAGER**

Certifying Representative (Type or Print Name and Title)

Original Signature/Date Signed

19/14/01

City of Cincinnati



Department of Transportation and Engineering Division of Engineering

Room 405, City Hall 801 Plum Street Cincinnati, Ohio 45202

John F. Deatrick, P.E., AICP Director

Prem Garg, P.E. City Engineer

September 14, 2001

Subject: Beekman/Harrison Street Improvements Certification of Useful Life

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.

TE OF OHO

JOSEPH

CHARLES

VOGEL

E-50275

E-50275

ACCIONAL ENGINEER

SONAL ENGINEER

CHARLES

ACCIONAL ENGINEER

CHARLES

CHARLES

ACCIONAL ENGINEER

CHARLES

Joseph C. Vogel, P.E.

(Seal)

2001 STREET RECONSTRUCTION, SCIP Beekman/Harrison Street Improvements

REF.			beekmann lambon bheet improvement		TOT LINUT		
	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION		EST. UNIT		ESTIMATED
1	103.05	Lump Sum	Contract Bond		PRICE	Φ.	COST
2	202	4725 s.y.	Bituminous Wearing Course Removed	c	20.00	\$	20,000.00
3	202	4725 s.y.	Concrete Base Removed	\$ \$	25.00	\$ \$	94,500.00
4	203	100 c.y.	Embankment	Ф \$	20.00		118,125.00
5	205	50 tons	Special Fill Material	\$	16.00	\$ \$	2,000.00 800.00
6	251	100 s.y.	Part. Depth Pavt. Repair, Concrete Pavement	•	25.00	φ \$	2,500.00
7	251	200 s.y.	Part. Depth Pavt. Repair, Flexible Pavement	\$	20.00	\$	
8	252	200 s.y.	·			,	4,000.00
		-	Full Depth Rigid Pav't Removal & Flexible Rep		50.00	\$	10,000.00
9	253	20 s.y.	Pavement Repair	\$	45.00	\$	900.00
10	254	20 s.y.	Pavement Planing, Bituminous	\$	1.40	\$	28.00
11	304	800 c.y.	Aggregate Base	\$	35.00	\$	28,000.00
12	448	1500 c.y.	Asphalt Concrete Intermediate Course, Type	\$	80:00	\$	120,000.00
13	448	1500 c.y.	Asphalt Concrete Surface Course, Type 1	\$	80.00	\$	120,000.00
14	452	4725 s.y.	11" Plain Concrete Pavement	\$	50.00	\$	236,250.00
15	602	10 c.y.	Brick Masonry	\$	300.00	\$	1,500.00
16	603	50 l.f.	3" Conduit, Type "G"	\$	10.00	\$	500.00
17	603	50 l.f.	12" Conduit, Type "H"	\$	50.00	\$	2,500.00
18	603	50 l.f.	15" Conduit, Type "H"	\$	55.00	\$	1,375.00
19	Special	100 l.f.	Connection Pipe Cleaned	\$	10.00	\$	1,000.00
20	604	8 ea.	Manhole Adjusted to Grade W/O Ring	\$	225.00	\$	1,800.00
21	604	8 ea.	Valve Chambers Adjust W/O Ring	\$	300.00	\$	2,400.00
22	604	8 ea.	DGI Adjusted to Grade	\$	350.00	\$	2,800.00
23	604	5 ea.	DGI Repaired and Adjusted to Grade	\$.	450.00	\$	2,250.00
24	606	4 ea.	Anchor assembly, type T	\$	750.00	\$	3,000.00
25	606	400 l.f.	Guardrail	\$ \$	25.00	\$	10,000.00
26	608	150 s.f.	Curb Ramp	\$.	5.00	\$	750.00
27	608	2000 s.f.	Concrete Walk	\$	5.00	\$	10,000.00
28	609	8000 l.f.	Concrete Curb Repair, Type P-4	\$	20.00	\$	160,000.00
29	614	Lump Sum	Maintenance of Traffic			\$	30,000.00
30	619	Lump Sum	Field Office			\$	10,000.00
31	659	100 s.y.	Seeding and Mulching	\$	7.00	\$	700.00
32	Special	500 l.f.	Restoration	\$	2.00	\$	1,000.00
33	Special	5 ea.	Lighting	\$	8,000.00	\$	40,000.00
34	Special	7500 s.f.		\$	23.00	\$	172,500.00
35	'Special	550 l.f.	- The state of the	\$	250.00	\$	137,500.00
36	Special	1 ea.		\$2	50,000.00	\$	250,000.00
37	Special	1 ea.			50,000.00	\$	50,000.00
38	Special	1 ea.		\$	50,000.00	\$	50,000.00
41	1125	14 ea.	Reset Ex. Valve Box W/O Adjusters	\$	150.00	\$	2,100.00
		Λ	/ ' a				

Total \$ 1,700,778.00 ency: 170,077.80

Contingency: 170,077.80 Total Construction Costs: \$ 1,870,855.80



City of Cincinnati



Department of Finance

September 14, 2001

Mr. Lawrence Bicking, Director Ohio Public Works Commission 65 East State Street, Suite 312 Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2002 SCIP/LTIP Project Grants

Dear Mr. Bicking:

Suite 250, City Hall 801 Plum street Cincinnati, Ohio 45202 Phone (513) 352-3731 Fax (513) 352-2370

Timothy H. Riordan Director

William E. Moller Assistant Director

The local matching shares for the following 2002 SCIP/LTIP Projects (Round 16 Funding) are recommended by the City Manager for funding in the City's 2002 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Colerain Avenue - Elmore to Leeper Galbraith Road - Vine Street to West Corp. Line Glenway Avenue — Werk to Shirley Kellogg Avenue / Salem Road Interchange - Wilmer to Salem Vine Street - Erkenbrecher to Mitchell

STREET IMPROVEMENT PROJECT

Beekman / Harrison Street Improvements 🔑

The matching funds for these projects are coming from Street Improvement Bonds.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-3731.

Sincerely.

Timothy H-Riordan Director of Finance

cc:

R. Mendes, DCM

P. Heile, Law W. Moller, OEB

J. Deatrick, Transportation & Engineering

P. Garg, Engineering

K. Conn, Engineering

J. Vogel, Engineering

J. Buttner, Engineering

J. Flading, Engineering

C. Ertel, Engineering

D. Cline, Engineering

Adm. Files

Eng. Div. File

City of Cincinnati

An Ordinance No. 348

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants and loans from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$5,630,000, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$1,170,000 in matching City funds for Program Year 2002, for five (5) street rehabilitation projects, namely Colerain Avenue, Galbraith Road, Glenway Avenue, Kellogg Avenue/Salem Road, and Vine Street, and one (1) street improvement project, namely Beekman Street/Harrison Avenue; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants and for loans at an interest rate acceptable to the City of Cincinnati Director of Finance in the approximate amount of \$ \$5,630,000 for funding five (5) street rehabilitation projects, namely Colerain Avenue, Galbraith Road, Glenway Avenue, Kellogg Avenue/Salem Road, and Vine Street, and one (1) street improvement project, namely Beekman Street/Harrison Avenue; and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 3. This Ordinance shall take effect from and after the earliest period allowed by law.

Passed October 31

, 2001

Mayor

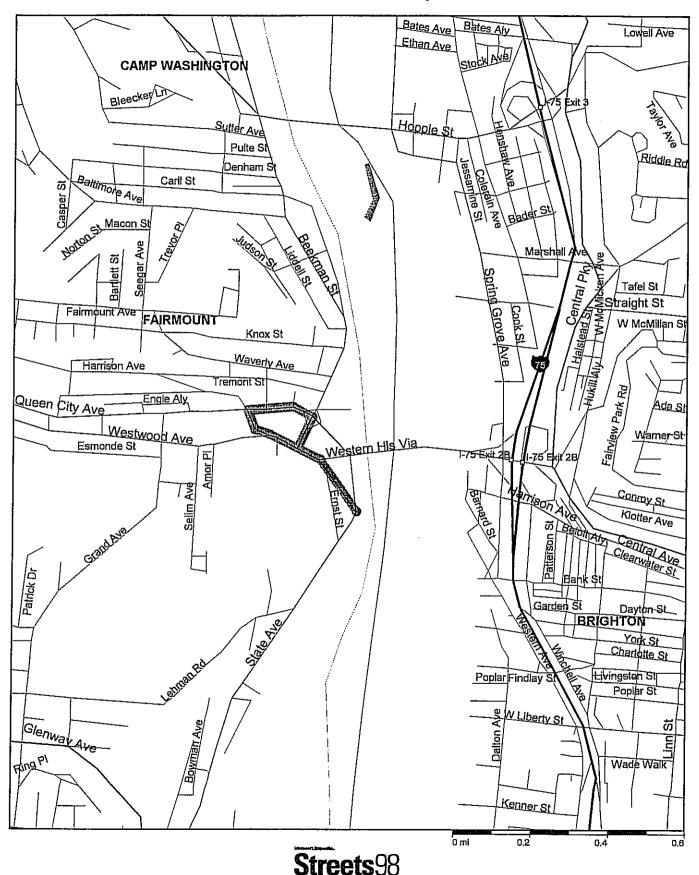
Attest

Actions Clerk

2001 WAS PUBLISHED IN THE CHARTER ON 11-1301

Clerk of Council

Beekman/Harrison Street Improvements



County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523 FAX (513) 723-9748

December 1, 2001

Mr. Laurence Bicking, Director Ohio Public Works Commission 65 East State Street, Suite 312 Columbus, OH 43215

Dear Mr. Bicking,

With regards to the projects filed by the District 2 Integrating Committee that involve expansion, there are no impacts on farmland. The projects are the following:

Hamilton County - Clough/Wolfangel Intersection Improvement

City of Harrison - New Haven Road Improvements

City of Springdale – East Kemper Road Improvements, Phase II

City of Loveland - Rich Road Improvements

Hamilton County - Harrison/Dry Fork Relocation Project

City of Forest Park - Mill Road Repair & Improvements, Phase II

Hamilton County - Harrison Road Improvement

Hamilton County - East Kemper Road Improvement

Hamilton County - Asbury Road @ Beechmont Avenue Intersection

Improvement

City of Blue Ash - Reed Hartman Highway, Phase II Improvements

City of Sharonville - US 42 Lane Addition - Park 42 to Kemper Road

City of Cincinnati Beekman/Harrison Street Improvements

Village of Woodlawn - Grove Road/Woodlawn Blvd. Improvements

The following statement shall apply to all of the above listed projects:

FARMLAND PRESERVATION STATEMENT

- 1. Does the project immediately impact productive agricultural and grazing land related to land acquisition? - No
- Does the project have an indirect impact that will result in the loss of 2.. productive agricultural and grazing land from development related to the project? - No

3. Are there mitigation measures that could be implemented when alternative sites or locations are not feasible? – **No**

If you have any questions, please call Mr. Joe Cottrill of the Hamilton County Engineer's Office at (513) 946-8906.

Sincerely,

Ron Miller, Director

Hamilton County Regional Planning

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the <u>Beekman Street Improvement</u> project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.

Stephen I. Niemeier, P.E. Supervising Engineer



INFORMATION UPDATE:

PLEASE NOTE THAT THIS PROJECT IS NOW ENTITLED "BEEKMAN / HARRISON STREET IMPROVEMENTS"

BEEKMAN /HARRISON ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Pavement has been rutted and shoved by heavy traffic over the years, resulting in a washboard type surface that impairs ride quality. Since the worst areas are located on the roadway's tight curves, motorists tend to "bounce" through the curves and have difficulty maintaining their driving lane. Temporary pavement repairs are required frequently owing to the shoving problem. Concrete pavement is the only permanent solution on the "S" curve. Portions of Harrison and Queen City included in the project require rehab due to rutting and shoving. Also, the Beekman Street roadway superelevation is deficient through the first part of the "S" curve.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project will increase the safety of the service area by providing a better driving surface and increasing the radius on the tight curved roadway. In addition, the superelevation will be fixed, allowing for better vehicle handling through the curve. At the Beekman Street and Harrison Avenue intersection, which is the first part of the "S" curve, there were 14 sideswipes in three years (1995-1997). The shoved pavement and the deficient superelevation are the likely cause of the accidents, since drivers can lose control when vehicles "bounce" through the curve. (Accident Data Attached). The intersection realignment of the State Avenue and Queen City Avenue will allow better traffic flow and prevent traffic backups through this area.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effects on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
The Jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.
Priority 1Beekman/Harrison Street Improvements
Priority 2_ Glenway Avenue Rehabilitation
Priority 3Vine Street Rehabilitation
Priority 4 Kellogg Avenue Rehabilitation
Priority 5 Galbraith Road Rehabilitation
5) Will the completed project generate user fees or assessments?
Will the local jurisdiction assess fees or project costs for the usage of facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).
No X Yes If yes, what user fees and/or assessments will be utilized?
6) Economic Growth – How will the completed project enhance economic growth?
Give a statement of the projects effect on the economic growth of the service area (be specific).
The proposed project will enhance the planned business development at the corner of Beekman
Street and Queen City Avenue. This development will also promote pedestrian traffic with
a proposed pedestrian light and crosswalk.
7) Matching Funds - <u>LOCAL</u>
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.
8) Matching Funds – <u>OTHER</u>
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

9) Will the project alleviate serious problems or hazards or r of the district?	espond to	the futur	e level of serv	vice needs
Describe how the proposed project will alleviate serious traffic p	roblems o	or hazards	(be specific).	
Continual rutting of the asphalt pavement and the deficient superson the curves. The situation is exacerbated by the tight turning a project will improve all of these conditions by constructing a correct superelevation.	adius in tl	ie first par	t of the "S" c	urve. The
For roadway betterment projects, provide the existing and propousing the methodology outlined within AASHTO's "Geometric De Highway Capacity Manual.				
Existing LOS Proposed LOS				
If the proposed design year LOS is not "C" or better, explain wh	y LOS "C	" cannot b	e achieved.	
				_
				-
				_
10) If SCIP/LTIP funds are granted, when would the constr	uction co	ntract be	awarded?	
If SCIP/LTIP funds are awarded, how soon after receiving the Pr for July 1 of the year following the deadline for applications) support Staff will review status reports of previous projects to anticipated project schedule.	would the	project b	e under contr	act? The
Number or months5_a.) Are preliminary plans or engineering completed?	Yes	_ No <u>x</u>	N/A	
b.) Are detailed construction plans completed?	Yes	_ Nox_	_N/A	
c.) Are all utility coordination's completed?	Yes	_ No <u>x</u>	_N/A	
d.) Are all right-of-way and easements acquired (if applicable)?	Yes	_ No	N/A_x_	
If no, how many parcels needed for project? 0 Of these, how	many are:	Takes		
		Tempora	шу	
		_	nt	
For any parcels not yet acquired, explain the status of the ROW a	ıcquisitio			t.
		, , , , , , , , , , , , , , , , , , ,		•
				-
e.) Give an estimate of time needed to complete any item above it	ot vet co	mpleted.	12 mon	- ths

11) Does the infrastructure have regoinal impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Beekman Street, Queen City Avenue, and Harrison Avenue are essential gateways to the west side. The streets provide a vital link from I-75 and Central Parkway to the western suburbs. Heavy truck traffic and numerous Metro buses rely on these streets for access to their routes. This corridor also acts as a connector to the major hospital route from Clifton to the west side of Cincinnati.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

problem to be considered valid.	Submission of	a copy of the approved le	egislation would be helpful	. .
No ban or restriction has been in	nplemented.			
	-			
	,			
Will the ban be removed after th	e project is con	npleted? Yes No	N/A	
14) What is the total number of	f existing daily	users that will benefit as	s a result of the proposed)	project?
For roads and bridges, multiply c submit documentation substantia use documented traffic counts pri facilities, multiply the number of and certified by a professional er	ting the count. or to the restrice households in	Where the facility has an ion. For storm, sanitary so the service area by 4. Use	ny restrictions or is partially ewers, water lines, and othe	closed, r related
Traffic: ADT <u>54,923*</u> *Note: Traffic on Beekman "S" of of Beekman Street) between Que	Curve (westbou	nd) is 25,054 ADT. Two	way traffic count on Harris	
15) Has the jurisdiction enacte dedicated tax for the pertin			nfrastructure levy, a use	r fee, or
The applying jurisdiction shall li infrastructure being applied for.	st what type of	fees, levies or taxes they	have dedicated toward the	type of
Optional \$5.00 License Tax	X			
Infrastructure Levy	X	Specify type Dedicated	portion of City earnings to	<u>ax</u>
Facility Users Fee		Specify type		
Dedicated Tax		Specify type		
Other Fee, Levy or Tax		Specify type		

SCIP/LTIP PROGRAM ROUND 16 - PROGRAM YEAR 2002 PROJECT SELECTION CRITERIA JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT:	· ·
NAME OF PROJECT: BEEKMAN/HARRISON	
RATING TEAM:	
NOTE: See the attached "Addendum To The Rating System" for definitions, expeto each of the criterion points of this rating system.	lanations and clarifications
CIRCLE THE APPROPRIATE RATING	
1) What is the physical condition of the existing infrastructure that is to be replaced or repaired	?
25 - Failed 23 - Critical 20 Very Poor 17 - Poor 15 - Moderately Poor 10 - Moderately Fair	Appeal Score
5 - Fair Condition 0 - Good or Better	
2) How important is the project to the <u>safety</u> of the Public and the citizens of the District and/or	service area?
25 - Highly significant importance 20 - Considerably significant importance (15) Moderate importance 10 - Minimal importance 0 - No measurable impact So fety through come; Accordant data Att, but Not All the	Appeal Score 15 of lad.
3) How important is the project to the <u>health</u> of the Public and the citizens of the District and/or	service area?
25 - Highly significant importance 20 - Considerably significant importance 15 - Moderate importance 10 - Minimal importance No measurable impact	Appeal Score
4) Does the project help meet the infrastructure repair and replacement needs of the applying ju Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with appli	rrisdiction? ication(s).
25- First priority project 20 - Second priority project 15 Third priority project 10 - Fourth priority project 5 - Fifth priority project or lower	Appeal Score
Will the completed project generate user fees or assessments? 10-No 0-Yes	Appeal Score

6 ³ j	Economic Growth How the completed project will enhance economic growth	ı (See definitions).
•	10 – The project will <u>directly</u> secure <u>significant</u> new employment 7 - The project will <u>directly</u> secure new employment 5 – The project will secure new employment 3 – The project will permit more development 10 The project will not impact development	Appeal Score
7)	Matching Funds - LOCAL	
	10 - This project is a loan or credit enhancement 10 - 50% or higher 8 - 40% to 49.99% 6 - 30% to 39.99% 4 - 20% to 29.99% 2 - 10% to 19.99% 0 - Less than 10%	
8)	Matching Funds - <u>OTHER</u>	
	10 – 50% or higher 8 – 40% to 49.99% 6 – 30% to 39.99% 4 – 20% to 29.99% 2 – 10% to 19.99% 1 – 1% to 9.99% Uess than 1%	
9)	Will the project alleviate serious traffic problems or hazards or respond to the (See Addendum for definitions)	future level of service needs of the district?
	10 - Project design is for future demand. SAFETY	Appeal Score
	8 - Project design is for partial future demand. $R \in \mathcal{L}$ A 6 - Project design is for current demand.	TED 2
	4 - Project design is for minimal increase in capacity. (2) Project design is for no increase in capacity.	
10)	Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction concerning delinquent projects)	tion contract be awarded? (See Addendum
	5- Will be under contract by December 31, 2002 and no delinquent por 3 - Will be under contract by March 31, 2003 and/or one delinquent por 0 - Will not be under contract by March 31, 2003 and/or more than or	roject in Rounds 13 & 14
11)	Does the infrastructure have regional impact? Consider origination and desting of service area, and number of jurisdictions served, etc. (See Addendum for de	finitions)
	10 Major impact 8 LAST VEAL 6 - Moderate impact	2 Appeal Score
		&
	4 - 2 - Minimal or no impact	·

What is the overall economic health of the jurisdiction?	
10 Points 8 Points 6 Points 4 Points 2 Points	
Has any formal action by a federal, state, or local government agency resulted in a partial or complexpansion of the usage for the involved infrastructure?	ete ban of the usage o
10 - Complete ban, facility closed 8 - 80% reduction in legal load or 4-wheeled vehicles only 7 - Moratorium on future development, not functioning for current demand 6 - 60% reduction in legal load 5 - Moratorium on future development, functioning for current demand 4 - 40% reduction in legal load 2 - 20% reduction in legal load 0 Less than 20% reduction in legal load	Appeal Score
What is the total number of existing daily users that will benefit as a result of the proposed project? (10-16,000 or more $8-12,000$ to $15,999$ $6-8,000$ to $11,999$ $4-4,000$ to $7,999$ $2-3,999$ and under	Appeal Score
Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or depertinent infrastructure? (Provide documentation of which fees have been enacted.)	edicated tax for the
	8 Points 6 Points 4 Points 2 Points Has any formal action by a federal, state, or local government agency resulted in a partial or complex pansion of the usage for the involved infrastructure? 10 - Complete ban, facility closed 8 - 80% reduction in legal load or 4-wheeled vehicles only 7 - Moratorium on future development, not functioning for current demand 6 - 60% reduction in legal load 5 - Moratorium on future development, functioning for current demand 4 - 40% reduction in legal load 0 Less than 20% reduction in legal load What is the total number of existing daily users that will benefit as a result of the proposed project? 10 - 16,000 or more 8 - 12,000 to 15,999 6 - 8,000 to 11,999 4 - 4,000 to 7,999 2 - 3,999 and under Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or definition of the proposed project.

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

<u>Very Poor Condition</u> - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Nate: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction <u>must</u> submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

<u>Secure new employment:</u> The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	Design year factor		
	<u>Urban</u>	Suburban	Rural
20	1.40	1.70	1.60
10 ·	1.20	1.35	1.30

Definitions:

<u>Future demand</u> – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

<u>Partial future demand</u> – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

<u>Current demand</u> – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase — Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate; Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.